

HAY ARMY PLAN CALLED FAILURE

Baker Order Indicates Administration Is Swinging to Compulsory Service

ASKS WAR COLLEGE TO MAKE REPORT

Summary of Militia Federalization and Regular Army Recruiting Wanted

Washington, Nov. 19.—Indications that the Administration is swinging toward compulsory military service as the only escape from the failure of militia federalization and of regular army recruiting were seen to-day, when it was learned that Secretary Baker had asked the War College to report on the comparative advantages of compulsory and voluntary recruiting.

Mr. Baker asked the War College to prepare a survey of recruiting conditions incident to the President's calling the militia into Federal service last June and of the results of the campaign for recruiting 20,000 additional men for the regular army under a special act of Congress.

This action by the Secretary of War, coupled with a warning issued to the adjutants general of the various states, is regarded by military experts as indicating the seriousness of the situation. It is cited as proof that Administration officials are becoming convinced that the Hay act is failing.

Notice to Militia Heads

The warning from the War Department to the militia heads is signed by Colonel George W. Melver, acting chief of the Bureau of Militia Affairs. It serves notice that all militiamen who have not taken the oath binding them to three years' active service and three years in the reserve must do so within a certain time or be cut off from Federal funds and Federal recognition.

Militiamen not now in the service of the United States have until November 20 to take the oath, while those in the service have until the last day of the calendar month following their muster.

This warning was made necessary by the fact that hundreds of militiamen, officers and privates, have refused to reenlist under the terms of the Hay act or have signified their intention to refuse when their present terms of enlistment terminate.

The figures of the War Department show that since the militia organizations were called into service by the President last June more than 325 militia officers have resigned.

Refused to Make Sacrifice

These officers have said that it was impossible for them to continue in the service except at a great personal sacrifice, most of them being business or professional men who cannot afford to be absent from their work.

Similarly, thousands of privates serving on the border have found that the employment at home has been jeopardized and that their families have suffered. They say they will not willingly again subject themselves to these conditions.

Army officers say that this provides a strong argument for universal compulsory military service.

PLANS AN IMMIGRANT FUND

Commissioner Howe Proposes Lending Money to Establish Aliens on Farms

Frederic C. Howe, Immigration Commissioner, last night launched a plan to raise a government fund to be loaned to immigrants to establish them on farms. In his address, delivered at the Free Synagogue House, Commissioner Howe asserted this was the only solution of the immigration problem and called on Congress for action.

"We have dumped the immigrant outside of Ellis Island and permitted him to shift for himself," said the Commissioner. "He is not protected from exploitation. Only a few cities have undertaken to educate him. This has left him, in his ignorance of American institutions, to be a prey to political bosses as well as to the employer."

"The immigration problem is therefore a political problem. It is also a social problem. It can only be solved by the community itself. I believe that the next step is to work out a constructive programme of education, of employment and of placing the immigrant on the land under favorable conditions."

ADMITTS FATAL JOY RIDE

Chauffeur Confesses Story of Collision Wasn't True

Henry Green, of 267 West Twenty-third Street, recovered his memory and lost his imagination yesterday. When the touring car of which he was chauffeur was wrecked on Jerome Avenue Saturday night, killing one man and fatally injuring another, Green told the police that it had been butted off the road and hurled down an embankment by another car, which struck it in the rear and escaped.

To-day he admitted to the police that he had been joy riding and that the rear-end collision was a myth. According to Green, he had gone for a ride with Albert Howell, an architect, who is dead, and Michael Collins, who is dying. Howell was driving the car, he asserted, when the machine side-swiped a telephone pole and turned over, rolling down the bank. Green is held as a material witness in \$3,000 bail, pending an inquest by Coroner George Engel.

City May Use Conscription To Raise Snow Shovel Brigade

Lawyer, Doctor, Indian Chief, Broker or Pauper Not To Be Exempt if Labor Shortage Threatens Fetherston When Blizzard Arrives

Have you a little snow shovel in your home? Better buy one; you may need it. The rich man may have to shoulder a shovel alongside the poor man, the boss with the office boy, if a blizzard comes this winter.

This is the prediction of Commissioner John T. Fetherston, of the Street Cleaning Department. The lack of labor is responsible.

Winter before last, when there were many unemployed, Commissioner Fetherston got 40,000 men for his snow-fighting squad, and used them all. Last winter he could get only 13,000. This year labor is so scarce that Commissioner Fetherston declares that in the event of a heavy snowstorm it will be up to the public to shovel snow if they don't want to see traffic blocked and a food and coal famine.

Trouble Lurks in Snow
"The Weather Bureau refuses to postpone the snowstorms until next summer; we will have a hard time getting men, and if snow is on the streets for as long as a week it will

RUTH LAW MAKES NON-STOP RECORD

Continued from page 1

route convinced her that continued flight would be unnecessarily risky. It is her intention to leave Binghamton early to-morrow morning and complete the Chicago-to-New York flight, as Carlstrom did, in two days.

Once Sought Battleplane

Miss Law at one time negotiated for the purchase of a twin-engine Curtiss battleplane, such as Victor Carlstrom used in his Chicago-New York flight. From this, however, she was dissuaded, it being pointed out that a tractor of this type required really tremendous muscular exertion to control. The older and lighter craft seemed better for her.

Her progress chronologically was reported as follows: Start, Chicago, 7:45 (Central time); Vermilion, Ohio, 10:23; Jamestown, N. Y., 12:00 (Eastern time); Hornell, N. Y., (landed for gasoline), left at 2:24; Cameron, N. Y., 3:40; Binghamton, 4:45.

She passed directly over Cleveland, skirted the south of Erie and finally made her landing at Hornell. Here it had been arranged to have a white cross placed on the fair ground to mark a possible landing place. The gas tank of the machine, which was never intended for "cross-country" flying, held only fifty-three gallons and only a strong wind from the west would have made the through flight to New York possible. Last night snow fell heavily in Hornell and a black cross was substituted this morning. The snow melted and the cross could barely be seen.

A Binghamton, Miss Law made a landing on the stock farm of Willis Sharpe Kilmer. The first man to greet her was the chairman of the Binghamton Chamber of Commerce's committee, who was driving by in an automobile and officially gave her the keys of the city.

"I'm more than satisfied with the flight," she said to-night. "Now I'm going after the world's record. A new Curtiss biplane will be ready for me within a few weeks and I'll try again. The machine I had worked perfectly, but wasn't designed for the use to which it was put."

Great excitement prevailed yesterday in aeronautical circles, when it was learned that Ruth Law had started from Chicago in an attempt to better the records made by Victor Carlstrom, the first aviator to have completed the Chicago-New York flight.

At the Aero Club of America, 297 Madison Avenue, where bulletins were received of the woman pilot's progress, were a group of foremost followers of the science of the air—Alan R. Hawley, the club's president; Evert Jansen Wendell, Charles Jerome Edwards, Henry Woodhouse, David H. McCulloch, a veteran aviator; G. Douglas Wardrop, editor of "Aerial Age"; Augustus Post, Chauncey A. Voight, a Wright engineer, and Mr. Carlstrom himself.

The last named was lavish in his praise of Miss Law, when it became known that she had broken his own record.

"This is a magnificent achievement," he said. "I've flown over that route with considerable preparation, and Miss Law deserves a lot of credit—as well as the record she has so fairly won."

Won't Discuss Own Plans
The aviator would not discuss his own plans. Yet those who know the quiet little man are convinced he will never be satisfied until he has at least attempted to bring the American non-stop record back into the province of the male of the species.

Before the news was received that Miss Law had stopped at Binghamton for the night the military authorities at Governor's Island and the officials of the Aero Club realized that she might land after dark. Preparations were accordingly made for bonfires on the army field. The greatest relief was expressed when it was found to be not necessary to light them.

Mr. Hawley commended Miss Law's pluck in facing the cold.

"The officials of the club had hoped," he said, "that she would not attempt the flight until after the winter. Her flight is all the more extraordinary on account of weather conditions."

Mr. Woodhouse believes that Miss Law's flight is convincing proof that an aero mail service can be established for the year round. He said the Aero Club of Illinois and the Aero Club of America were cooperating in a plan to establish regular flights between Chicago and New York.

AVIATORS RETURN FROM PRINCETON

Nine Planes Land in Flock at Mineola Field After Quick Flight Home

ADAMS IS HELD UP BY ENGINE TROUBLE

Two Fliers Get Licenses; Others Said to Have Qualified by Trip

Hempstead, Long Island, Nov. 19.—Flying in a long, thin line, like gigantic geese, nine aeroplanes circled this morning over the Mineola flying field and fluttered gracefully down to a landing. The return trip from Princeton—twelve aeroplanes, the largest fleet that ever took the air at one time on the American continent had gone down for the Yale-Princeton game the day before—had been successfully brought to an end.

One biplane, driven by H. Salmon, a former Princeton baseball player, with Lieutenant W. G. Kilmer as a passenger, had landed some time before the group of planes arrived. It made the seventy-eight miles in the remarkable time of forty-two minutes—an average speed of a little less than two miles a minute.

One of the starters this morning—Alfred M. Adams, who had with him the inventor of the Martin stabilizer—had engine trouble shortly after leaving Princeton. He was forced to descend. He is expected to complete the trip to-morrow morning.

Private Air Cruiser Gets Its Commission

Announcement was made by the Aero Club of America last night of the commissioning of a new private air cruiser, one of the largest and most luxurious built in this country, at Port Washington, Long Island, yesterday afternoon. Designed to accommodate five passengers, the machine at a test trial a few weeks ago flew with eleven.

It was built by the Curtiss company for the American Trans-Oceanic Company, which Rodman Wanamaker heads.

From tip to tip the wings measure seventy-six feet, and the body, from the low to the tip of the rudder, fifty-four feet. The machine is equipped with two 100-horsepower motors, an electric self-starter, electric lights, searchlight and regulation yacht equipment. The interior of the cabin is finished in mahogany, and the seats, arranged in pairs, are upholstered in pigskin.

An automatic pilot completes the working equipment. At sixty miles an hour, the cruiser has a radius of 500 miles with five passengers. It was said last night the craft would soon fly to Florida, where it will be stationed for the winter.

Among those who inspected the cruiser were Robert S. Lovett and his son, Robert A. Lovett; F. Truette Davidson, H. P. Davidson, Jr., members of the Aerial Coast Patrol Unit No. 1; Alan R. Hawley, president of the Aero Club of America; Henry Woodhouse, Lawrence B. Sperry, W. D. Gash, representative of Mr. Wanamaker; T. A. Morgan, Stuart McDonald, Captain Ernest C. Bass and David H. McCulloch.

GIRL THRICE TRIES TO DIE

Takes Poison, Attempts to Choke Herself, Beats Head Against Wall

Up to late last night Gussie Sitrow, twenty years old, of 71 East 113th Street, had not been able to take the life which had grown unbearable to her since she lost her job and her sweetheart. Yet she had tried three times before. She was placed in the observation ward of Bellevue.

Late Saturday night the girl called at an employment agency at 22 East 11th Street. On learning that there was no work for her there she swallowed a quantity of iodine. Patrolman Sheehan, of the East 104th Street station, saved her life by prompt administration of an antidote.

The girl was taken to the West Forty-seventh Street station. According to the matron, she had been left alone only a few minutes when it was discovered that she was trying to strangle herself with her shoelaces. When these were taken away from her she beat her head against the wall of her cell.

Chooses to Death at Party

Joseph Blatz, of 1560 DeKalb Avenue, Brooklyn, choked to death yesterday afternoon at the annual beefsteak party of the 21st Ward Plug Hat Bowling Club, held at 241 Floyd Street, Brooklyn.

With the flight to Princeton and back the aviators are now said to have qualified for their licenses. Noyes and Stevenson received theirs this morning at the field. The other tests, such as altitudes, landing, figure eights and obstacle landing, have, it is understood, been passed. A number of the fliers, among them Thaw, Captain Bolling, Blakely and Baker, had already received their licenses.

Aeronautical authorities assert that the success of the flight proves the practicability of aerial mail routes for 100 miles or less. It also shows the astonishing rapidity of the development of the 1st Aero Squadron. When the fact that just a little more than a year ago the first aeroplane for the corps was purchased and the additional fact that the corps did not begin to receive daily lessons until May, 1916, are taken into consideration the significance of the Princeton flight in relation to American aerial defence looms large.

TO PRESENT HISTORIC TABLET TO THE POPE

Mrs. George Leary Sends Chinese Antiquity to Rome

Rome, Nov. 19.—Dr. Fritz von Holm, of New York, formerly an officer in the Danish navy, characteristically decorated by the Pope with the Order of St. Sylvester for his explorations in China, will present to the Pope, in behalf of Mrs. George Leary, of New York, the twelfth-century Chinese Nestorian Tablet, which was exhibited in the Metropolitan Museum of New York from 1903 to 1914.

The tablet is now on its way to Rome.

The tablet, or monument, which measures ten feet, was brought to Boston by Dr. Fritz von Holm on the steamer Kennebec in May, 1909. It is a copy of the famous Nestorian tablet of Sianfu, the original of which is among the most interesting of Chinese antiquities. In obtaining and bringing it out of the province of Shensi, in Southern China, Dr. von Holm was confronted with the strong opposition of the superstitious inhabitants and the imperial customs officials. At one stage of his journey he was attacked by a band of Chinese peasants, to whom the making of the copy seemed a sacrilege.

SEEK SHORT-FINGERED MEN

Marines with Tapering Fingers Are Quicker to Desert.

Washington, Aug. 23.—Men with long, tapering "piano" fingers are apt to desert after short service, while those having stubby digits, denoting stability of character and utter lack of the artistic temperament, usually stand by their oaths and make the best Marines, according to finger print experts at headquarters of the United States Marine Corps.

Although desertions from the corps are light at all times, it has been found that actors, sign writers and, strange to say, waiters furnish the largest number of deserters. Records, including finger prints, of all men enlisted in the Marine Corps are kept at headquarters for purposes of identification, and the cases on record where deserters, with finger tips intact, have been positively identified through the finger print medium.

Lost in Fog Bank

The nine machines, all Curtiss biplanes with the exception of H. B. Blakely's L. W. F., approached the field from the east. It had taken them a little more than an hour to cover the distance from Princeton to the field. Just as the group passed over Brooklyn they encountered a thick fog. All save Salmon rose above it. He flew low under the bank.

The other machines flew out of their course. The pilots could see nothing below them but the mist. They reached Hicksville, Long Island, before they became aware that the Mineola field had been passed. Backward they turned and retraced their aerial steps.

"Hobey" Baker, onetime captain of the Princeton football team and a famous hockey star, and Phillip Carroll joined the fliers yesterday at Governor's Island and led the squadron into Princeton. He and Carroll, in the latter's machine, landed to-day at the army post. Baker is a pupil in the machine he was using has its hangar at the army field. Cord Meyer, a Yale crew man, who was Baker's passenger on the down trip, flew the foot-ball star's plane back to Hempstead.

The aviators, with the exception of Meyer, Baker and Carroll, are members of the 1st Aero Squadron of the New York National Guard. They were landed at Mineola were Captain Raynal C. Bolling, commanding officer of the corps; Captain Ralph L. Taylor, Lieutenant W. G. Kilmer, James E. Miller, Alexander Blair Thaw (a brother of William Thaw, who is flying in France with the American escadrille), Sergeants W. P. Willels, J. H. Stevenson and R. B. Noyes, H. B. Blakely and Cord Meyer. Blakely, incidentally, was flying with De Lloyd Thompson about a year ago when their Sloan biplane slipped and crashed 600 feet to earth. It was thought at the time that neither man would be able to fly again.

Aviators Have Qualified
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MOTHER IN SUIT FOR LEGACY FUND

Daughter Evades Contract to Share Bequest, Says Mrs. Ellwanger Smith

Justice Guy, of the Supreme Court, has taken under consideration an action brought by Mrs. Harriet Ellwanger Smith to compel her daughter, Miss Florence Brook Ellwanger, to carry out a contract which provided that Miss Ellwanger, two sisters and an uncle were to deposit \$25,000 each for the benefit of Mrs. Smith from legacies they anticipated from their grandfather, George Ellwanger, of Rochester, whose son, George H. Ellwanger, was Mrs. Smith's first husband. The elder Ellwanger left an estate of about \$2,000,000.

George H. Ellwanger died, leaving three daughters and a brother, William B. Ellwanger. Fearing that his widow would contest the will of her husband's father, her daughters and their uncle entered into the contract with her. It provided that in case each daughter and the uncle received at least \$125,000 from the estate of George Ellwanger they were to deposit with the Rochester Trust and Safe Deposit Company \$25,000 each as a fund from which Mrs. Smith was to receive a life income. At her death this fund was to be distributed among the persons who created it.

George Ellwanger died in 1906. Each of the daughters and their uncle received more than the \$125,000 specified in the contract, but the fund was not established for Mrs. Smith. Florence Ellwanger refused to carry out the contract when requested by her mother to do so.

The answer of the daughter in the suit is that her signature to the contract was obtained through false representations. Miss Ellwanger said that her mother represented to her that she was penniless, although she was

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in possession of a large sum of money received from her first husband, to which the daughters and uncle were entitled as next of kin. For many years the mother and daughter were estranged.

Mrs. Smith denied that there was any deception in obtaining the contract. She said that she was reserving the right to proceed against the other parties to the contract.

\$50,000 Given Newark Diocese
James Barber, of Englewood has given \$50,000 to the Episcopal Diocese of Newark as a nucleus for a million-dollar cathedral fund. A tender of a site in East Orange for the proposed structure had been made to the cathedral chapter.

Beecher Fund Now \$15,675
The Rev. Dr. S. Parkes Cadman, pastor of the Central Congregational Church, of Brooklyn, announced last night, at a special service in behalf of the Henry Ward Beecher Fund for Talladega College, for negroes in Alabama, that the \$15,675.50 mark had been reached. An effort is being made to raise \$50,000 for the college.

An Open Letter to Nathan Strauss

Philanthropist

Dear Mr. Strauss:

Thousands of healthy children, who attend our public schools today, owe their health—and lives—to you. The children may not know it, but their parents do. You are the man who devised the plan for the Pasteurization of milk and reduced infant mortality to a tremendous degree. You gave freely of your time, your thought and your money.

Any man who is big enough to do these big things, may be addressed on any subject. In following the fortunes of the little ones, you came in contact with their daddies. You doubtless found that many of them smoked cigarettes and that the vast majority were men of extremely modest incomes.

Don't you consider it just as necessary, Mr. Strauss, that these daddies be educated to smoke pure cigarettes at nominal cost, as that their babies shall subsist on pure milk at minimum expense? At first glance, perhaps the question is absurd, yet when you realize that nine-tenths of the male population of this city smoke cigarettes, doesn't the question assume gigantic proportions?

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